

WSDOT Aviation Program Updates

BRIEFING PAPER

Prepared for the

December 2005 Transportation Commission Meeting

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PURPOSE:

WSDOT Aviation would like to update the Commission on three major programs:

- Long-Term Statewide Air Transportation Study.
- 2001-2005 Local Airport Aid Grant Program.
- Northwest Regional Air Service Grant.

ACTION/OUTCOME:

These three programs will help to fulfill WSDOT Aviation's commitments to:

- Plan for current and future air transportation capacity needs.
- Improve pavement conditions at airports statewide.
- Assist smaller communities in attaining or enhancing air service.

BACKGROUND:

The Washington State Legislature has authorized WSDOT Aviation to:

- Conduct the Long-term Statewide Air Transportation study to determine what we have and what we need to meet air transportation demand and capacity needs statewide.
- Use more Local Airport Aid Grant funds for airport paving.

Further, in August 2005, a consortium led by the Oregon and Washington Aviation Divisions and Airport Management Associations was awarded a federal grant to help improve scheduled airline service in smaller Northwest communities.

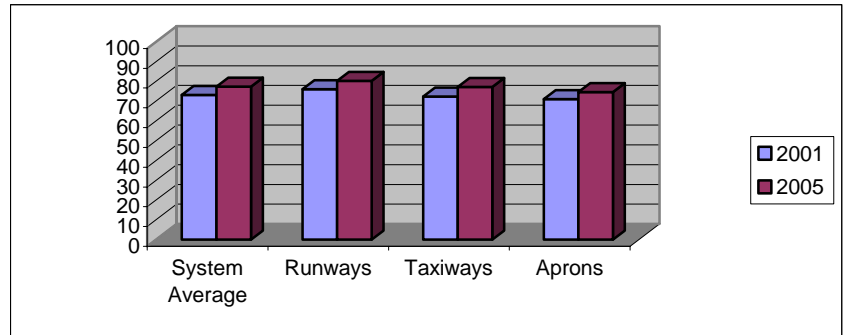
DISCUSSION:

Long-Term Statewide Air Transportation Study

- Phase I – WSDOT to complete airport facility, passenger, air cargo and airspace inventory assessment by July 2006. **(What we have?)**
- Phase II – WSDOT to complete an airport demand forecast and market analysis for next 25 years by July 2007. **(What we need?)**
- Phase III – Governor appointed planning council to provide recommendations for future statewide aviation needs by July 2009. **(How we get there?)**

2001 –2005 Local Airport Aid Grant Program

Over the last four years WSDOT Aviation has made pavement maintenance a priority at airports statewide. Recently, WSDOT Aviation's consultant, Applied Pavement Technology, reported that the overall system has improved by four points since 2001. Typically pavement analysis is conducted every three to five years. WSDOT's long-term goal is to improve the overall system to a standard above 80.



	<u>2001</u>	<u>2005</u>
Overall System	73.12	77.39
Runways	76.09	80.22
Taxiways	72.34	77.17
Aprons	71.07	74.58

Northwest Regional Air Service Grant

U.S. DOT gave the Northwest Regional Air Service Initiative (consortium of Washington and Oregon Aviation Divisions and Airport Management Associations) over \$180,000 to:

- Develop an air service enhancement “toolkit” that communities can use to identify reasonable air service expectations and recommendations on developing community support that would attract airlines.
- Provide a community-specific analysis of air service markets, aircraft, and routes for the communities that complete the “toolkit.”
- Develop strategies, based on the Phase 2 evaluation, of how to improve air service to the participating communities in the region. It is anticipated that this Phase 3 approach will identify regional strategies that would be more effective than individual community proposals.

Mead & Hunt, a consulting firm to the aviation industry, has been hired to assist with these goals. Mike Boggs, former Director of Eugene Airport, will be the lead for Mead & Hunt on this project.

For further information, contact:

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